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ERATED WATER
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P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 9th August, at No. 27, North Soochow Road, Shanghai, the wife of T. DANZBERG, of a daughter.
On the 9th August, at Frankfurt-on-Maine (Germany), the wife of W. Gassenka, Shanghai, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th August, 1902.

The elementary explosive nature of the present "Concord of Europe" does not seem to have been diminished by recent events. The close of the South African War, and the apparently genuine efforts of both Britons and Boers to forget their past differences and throw their lots into a common receptacle, do not seem to have evolved any corresponding friendly move on the part of the nations of the Continent towards one another in general, or towards Great Britain in particular. When we come to the Far East again, we find all these little amenities exhibited in their full development. It might have been expected that Great Britain's honest attempt to bring about a commercial convention that would have tended to remove many of the disabilities under which trade in China is still suffering heavily, would have brought about some display of a common interest, and led to some mutual understanding on those points wherein all have a common interest. As well apparently might we look for the approach of the millennium or the evolution out of chaos of an Utopia. Although there is not a single stipulation in the proposed Treaty of Commerce which has been brought to a point by Sir JAMES MACKAY and now only needs the ratification of the Peking Government and the acceptance of the other Powers, in which any

actual advantage is claimed for England or British trade which does not equally apply to all, we find from every quarter difficulties being placed in the way, supported by private intrigues, which recall the worst time of the peace negotiations after the occupation of Peking. We do not mean to assert that the proposed treaty is free from error, or that discussion of its stipulations is to be deprecated. On the contrary, we are compelled to acknowledge that there are many and grave mistakes which go far to render it useless, if not practically detrimental; and if this were the ground of opposition, or if it offered any hope of freeing the instrument from these defects, and of enabling a really comprehensive scheme to be passed, we should certainly hail the opposition as likely to be helpful in the evolution of some really useful convention, which would prove to be conducive to the interests not only of the Powers, but of China herself.

The United States, for instance, object, it is understood, to the principle of the proposed treaty on the practical ground that whereas their trade is mainly with the northern provinces, which have till recently been free from the curse of the *tekin* collector, it is now proposed that a system in all respects similar should be there introduced; and that for this they would be subjected to a very definite surtax of seven and a half per cent. Herein, it must be confessed, there is a very substantial reason for disagreement; and the more so that many English merchants hold that in the new treaty Sir JAMES MACKAY has overvalued the concessions made by the Chinese.

With some of the other objections we have not the same sympathy, more especially those put forward by France and Russia. The French have, or pretend to have, secured certain rights in the southern provinces in respect to overland trade with which these new clauses are, they say, inconsistent, and as usual the Russians back them up by alleging similar rights in Mongolia and Manchuria. What these are neither is in a position to say; but the whole course of both French and Russian diplomacy in China is unfortunately founded on blind opposition to England, without too carefully entering into details. The interests of either as importers is so insignificant that, provided they can render a disservice to England, they are content to stoop to any intrigue however mean, any obstacle however detrimental to the common interest; and as the reactionary party in China is to a man opposed to any scheme having for its object the extrication of their country from its present slough of despond, there is abundant opportunity of hitting a back-handed blow. Unfortunately the management of the Maritime Customs has not been blameless, and has afforded a further opening for the reactionaries. One of the principal objects sought in the formation of the Foreign Customs service was that there should be between the Chinese Government and the foreign merchant a body of upright men independent of politics, who should act impartially in the collection of the revenue, and not interfere in affairs beyond this narrow sphere of duty. By the force of circumstances rather than any settled plan the head of the office came to be an Englishman, but the Office itself never lost its cosmopolitan nature; and the departmental heads came to be filled without any sacrifice of efficiency by men of all or any nationalities indifferently, all filled without sacrifice of the original scheme. Equally unfortunately, the conduct of the British Government towards the Inspector-General has throughout been marked by vacillation and weakness; and as a natural result of late the Inspector-General has been almost forced to become first the apologist, and eventually almost the creature of the reactionary party, which in turn has not failed to make him the tool of its further designs on the independence of the provincials. There is little doubt that it was from this source that the first proposal of Sir JAMES MACKAY, to ignore altogether the feelings of the provincial governments, proceeded; and there is also little doubt that much of the provincial suspicion of the ulterior objects of the extension of the power of the Foreign Inspectorate proceeds. On the other hand the jealousy exhibited by the foreign Powers, and more especially by France, Russia, and Germany, proceeds from a much less worthy cause, and is simply an indication of the general continental ill-will that has reduced to a bare garden the grotesquely named "Concord of the Powers."

The attitude of England is of course that she alone has conscientiously, if somewhat feebly and inconsistently, attempted to preserve the autonomy of China as a nation, and has not been willing to see the trade which she was the first to build up, and which she opened to the world at large irrespective of all merely private and selfish considerations, utterly ruined, or turned to her own detriment.

One fresh plague case (Chinese), ending fatally, was reported up to noon yesterday.

The N.C. Daily News Tientsin correspondent wired on the 9th August:—Merchants here applaud General Sharret's attitude as regards the New Treaty.

The *Rinaldo* left yesterday for Tytan Bay for firing exercise, and will return on Wednesday evening next, when she will probably leave for Weihaiwei.

At a meeting of the Council of the Royal Colonial Institute last month, Mr. William Keewick, M.F., in the chair, Mr. R. A. Gubbay, of Hongkong, was elected a Fellow.

The captain, officers, and ship's company of H.M.S. *Arcturion* offered a Cup, called the "Arcturion Challenge Cup," to be shot for on the 13th of August each year, and open to all comers in Shanghai.

At Tientsin on the 9th inst. the Haikuang bell was rung for the first time in honour of the Coronation Celebration. The Military Parade was abandoned owing to the condition of the ground after heavy rain.

The *Mercury's* Changhsien correspondent wrote in the 16th ult.—British and French gunboats have reached Kaiting. The Viceroy is very anxious that they should not come on here. We hear they are going to try.

The time of transit by the Chinese Eastern and Siberian Railways seems to be improving. A book-packet despatched from Port Arthur on the 10th June was received in London on the 7th ult., which is the fairly good time of 27 days.

The laws of British North Borneo have been so amended that in cases where rebels against the Government of the Territory have been convicted of murder, the sentence shall direct that the convicted person shall be shot till he is dead.

It is now reported from Peking that the temporary retention of H.E. Wu Ting-fang as Chinese Minister to Washington was the work of Viceroy Yuan Shikai, who greatly admires the useful work done by Wu for China since 1900, and is of opinion that his removal at the present juncture from Washington would be detrimental to the Government.

By kind permission of Major Berger and officers, the band of the Hongkong Regiment will play at the Hongkong Hotel to-night from 8 to 9.30 o'clock. Programme:—
March....."Shine, shine, moon"..... Ranger
Overture....."Light Cavalry"..... Sullivan
Selection....."F.M.S. Finlayson"..... Sullivan
Waltz....."Bells of New York"..... Coote
Suite....."Peer Gynt"..... Grieg
Piccilo Solo....."Piafroun"..... Grieg
God Save the King.

The *Nichi Nichi* says that the preliminary investigation in connection with the Japan budget for the next fiscal year has been finished by the financial authorities. The latter are reported to have suggested several amendments to the proposals originally presented by each Department in connection with the budget. Each Department will now consider the amendments proposed by the financial authorities. It is said that if the budget is drawn up in the way suggested by the Department of Finance, it will cause a surplus in the National Treasury next fiscal year.

The *Tokyo* correspondent of the N.C. Daily News telegraphed on the 7th inst.—"In consequence of the violent behaviour of certain Chinese students in forcing an entrance to the Chinese Legation and threatening the Chinese Minister, the Japanese Government decided on deporting two of the leaders named Wu Ching-keng and Sun Kuei-chun. Whilst proceeding to the railway station, escorted by police, Wu Ching-keng, obtaining permission to alight from his jirikaka, threw himself into the moat, but was immediately rescued, and was sent the same afternoon by railway to Kobe for embarkation thence for China. A spurious document is now being circulated which, it is falsely alleged, was found upon the person of Wu Ching-keng, and which contains language of a somewhat inflammatory nature." A despatch of the 9th inst. adds:—"Apprehensive of the treatment by the Chinese Government of the deported Chinese students, the Japanese Consul-General at Shanghai to inform the Chinese Government of the 'absolutely unpollitical character of the disturbance at Tokyo, and has desired him to watch over the safety of the deported students."

The attitude of the Press of Japan over King Edward's Coronation is thus described by the *Tokyo* correspondent of the N.C. Daily News, writing on the 9th inst.—"All the Japanese journals fill their pages with pictures of King Edward and Queen Alexandra, and with congratulatory odes, while the leading articles are full of the warmest tone of rejoicing at the Coronation, and say that Heaven evidently guards England, since a threatened calamity is speedily averted. The native papers declare that the development of Great Britain's greatness commenced in the reign of Elizabeth, and reached its first climacteric in the reign of Queen Victoria, and will assuredly reach still higher under King Edward's sway, as already his short reign is marked by three great historical events: firstly, the unification of the British Empire, covering a quarter of the habitable globe; secondly, the restoration of peace in South Africa; and thirdly, the Anglo-Japanese Alliance, which they all pray may expand and endure. The Native Press considers the postponement of the Coronation fortunate in one sense, since it dispelled apprehensions concerning the efficacy of the South African arrangement, and they believe King Edward's reign will be memorable in history for peaceful triumphs, whereas an earnest has already been afforded."

Immense swarms of locusts have appeared between Kiangyin and Chinkiang, doing great harm to the rice fields.

The following appointment has been made at the Admiralty—Commander O. de B. Brock, to the *Albion*, to date July 21st.

The Russian Government has decided to relieve the pressure on the Siberian Railway by constructing a branch line from Omak to Tiumen.

The first personal friend of King Edward who was admitted to his presence after the recent operation was the Marquis de Soveral, Portuguese Minister in London, who visited His Majesty on board the *Victoria and Albert*.

The King gave the Japanese men-of-war men, who are visiting England in connection with the Coronation, permission to visit Windsor Castle on three successive days last month. The sailors, together with their officers, number about 1,200.

Sir William Bisset, who recently visited Japan on behalf of a group of British capitalists, has returned to England, having concluded his investigations in Japan. His mission was in connection with possible loans to Japanese railways.

The U.S. transport *Buffalo* was expected at Woonung any time between the 15th and 18th instant. She brings out some 259 men, with a complement of officers for the Eastern Stations, and will proceed home again immediately with a corresponding number of time expired men.

Lieutenant J. B. Arbuthnot, of the 3rd Scots Guards, has been appointed A.D.C. to Sir H.A. Blake, and will, we believe, accompany him on the *Empress of India*, early next week. Sir Henry with Lady and Miss Blake left Liverpool for Canada on the 19th ult. by the s.s. *New England*.

H.E. Chon Fu, who was Provincial Treasurer of Chihli, and an assistant of the late Marquis Li Hsiang-shan during the peace negotiations with the Powers in Peking, arrived in China, the capital of Shantung province, from Peking on the 8th inst., and took over his seat of office on Saturday, the 9th instant, from Governor Chang Jen-chun, who is transferred to Shanai.

A telegram dated Berlin, 9th August, says:—"It is absolutely certain that Siam will not be supported by any European Power against France, as far as the latter can claim treaty rights. All Powers, including Great Britain, will remain neutral." Much depends on what neutrality means, here. It does not, we presume, imply that France is to make her own interpretation of treaty rights.

The Rome correspondent of the *Times* on the 17th ult. brought a most serious and extraordinary charge against some unknown English diplomatist of high rank. He said that Lord Currie had been informed by the Italian Foreign Minister that attacks upon him in "more than one Italian and foreign journal" had been inspired by "a personage in London who desired the Ambassadorial post in Rome."

The *Ostasiatichesky Lloyd* understands that Rear Admiral von Ahlefeldt, second in command of the German cruiser squadron, has been appointed to be naval administrative officer, and will leave for home about the middle of this month. Rear Admiral Count Bandislin, till now commander of the yacht *Hohenzollern*, has been appointed second in command of the cruiser squadron, and will be succeeded by Commander von Usedom.

A Sheffield firm, says the *Sheffield Independent*, has received from the Japanese Government an order for a complete armour-plate mill. The plant comprises a 48in. armour-plate mill, with a three-cylinder reversing engine developing 12,000 horse power. The pressure exerted between the rolls will be about 5,000 tons. A mill of this power, besides being suitable for armour-plate work, can also be used for rolling plates of such thickness as are required for boilers, girders, and shipwork.

The Shanghai Cricket Club on the 9th inst. got up a match between teams called "Great Britain" and "Greater Britain"—a title which, as the N.C. Daily News report says, was somewhat absurd, as more than half of the winning side were born in Shanghai or Japan, neither of which places are in any sense of the word British possessions. Greater Britain scored 125 for 7 wickets (G.F. and O.V. Lansing 29 each) and then dismissed their opponents for 57, K.J. McEwen securing 6 wickets for 27 runs.

The commanders of four ships of the German East Asiatic cruiser squadron will be relieved next autumn, namely Commanders Paschen from the *Hansa*, von Semmern from the *Thetis*, Jacobson from the *Schwabe*, and Sthamer from the *Ilia*. Capt. von Semmern has been appointed commander of the *Hansa*, whilst Captains Dick, Wilbrandt, and Count von Platen zu Halternund have been appointed commanders of the *Thetis*, *Schwabe*, and *Ilia* respectively. Capt. Jacobson will assume command of the coast artillery forces in Kioochan, whilst Capt. Paschen and Sthamer are at the disposition of the admiral in command of the Baltic naval station.

THE CORONATION SUPPLEMENT.

Copies of the Special Illustrated Coronation Supplement to the *Daily Press* are now on sale, though but few are left. The cost of postage to Europe is 8 cents a copy, and copies may be sent either by to-day's mail or the German mail leaving on Wednesday next. A second edition is in course of preparation.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 15th August, 10.5 a.m.

TERRIBLE CHOLERA EPIDEMIC
IN MANCHURIA.

An Odessa telegram reports a widespread and virulent epidemic of cholera in Manchuria and says that along a considerable section of the railway men are deserting their posts, while the Chinese are dying like flies. In the neighbourhood of Harbin whole villages have been deserted.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

SHANGHAI, 15th August, 10.5 a.m.

ANOTHER U.S. EXPANSION STORY.

The *New York Sun* states that the United States are considering the desirability of annexing Hayti and San Domingo.

REUTER'S SERVICE.

LONDON, 15th August.

FIGHTING IN VENEZUELA.

The Venezuelans insurgents have captured and sacked the town of Barcelona after six days hard fighting. The killed on both sides are given at eight generals, twenty-three colonels, and one hundred and thirty-seven men. The American, Dutch, and Italian consulates were looted.

ANOTHER RUSSIAN GOVERNOR-SHOT.

An outrage took place yesterday evening at Kharkoff, Southern Russia, four shots being fired at the Governor, Prince Obolenski, wounding him in the neck. The culprit was arrested.

LONDON 15th August.

THE NEW CABINET.

The following, in addition to the appointments already notified, form the new Cabinet under Mr. Balfour's ministry:—
Earl of Halsbury—Lord High Chancellor.
Duke of Devonshire—Lord President of Council.
Marquess of Lansdowne—Secretary of State, Foreign Department.
Mr. Joseph Chamberlain—Secretary of State, Colonial Department.
Hon. St. John Brodrick—Secretary of State, War Department.
Lord George Hamilton—Secretary of State, India Department.
Earl of Selborne—First Lord of the Admiralty.
Lord Ashbourne—Lord Chancellor of Ireland.
Mr. George Wyndham—Chief Secretary for Ireland.

Lord Balfour of Burleigh—Secretary for Scotland.
Mr. Gerald William Balfour—President, Board of Trade.
Mr. Walter Hume Long—President, Local Government Board.
Mr. Robert W. Hanbury—President, Board of Agriculture.

LATE PETTY OFFICER GROUNDS.

The *Naval and Military Record* in its issue of the 17th ult. writes:—"In a letter received by the last mail from the China station mention is made of an interesting incident that occurred not long before the death of Petty Officer Grounds, who, according to Mr. Arnold Forster, was not the best shot in the navy, but who, according to the official returns, did occupy the pride of place. But that has nothing to do with the story. After the Admiralty had given a negative answer to Mr. Kealey's suggestion that they should specially reward Grounds, Mr. Arnold White raised a subscription, and a plaque was forwarded to the crack gunner, who gratefully returned it on the plea that he was afraid its acceptance would not be approved by the Admiralty. Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiast as Mr. Arnold White, it is plain that Grounds could have taken no other course for the awarding of rewards and punishments must always remain in the discretion of the Admiralty; but the incident serves to forcibly call attention to the miserable scale on which prizes for phenomenal shooting in the navy are awarded, and if the subject were now judiciously handled, we might reasonably hope to witness ere long a readjustment." Had Grounds not died from cholera—the only fatality on the ship—it is certain that he would have been made a warrant officer at the age of 27, which would have been a substantial reward in itself, while his promotion would be for the good of the service as being a practical seaman on the fact "Go then and do likewise." The esteem in which Grounds was held was testified at his funeral, which was attended by Commodore G. G. Robinson and Captain Percy Scott, under both of whom he served, while every officer and man of the *Terrible* who could be spared from duty was also present.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 14th August.

NEW OPIUM-FARMING MONOPOLY.

The opium farm in Canton has been taken over by Kwong Hing and Company, and the circumstances connected with it are these. A certain Ng Pi Kuo, a very capable and experienced man, late Chinese Consul at Singapore, sent a proposal to one of the Imperial Princes at Peking, saying that he thought he could raise revenue to the extent of two million dollars a year in Canton for the Imperial Government towards payment of the foreign indemnity. The Prince took this proposal with him and went to interview His Majesty the Emperor Dowager. The proposal was at once accepted, and a telegram was sent to the Viceroy Tiao Mu to issue permission to Ng Pi Kuo, in the name of Kwong Hing and Company. Three hundred thousand dollars were paid down as a first instalment for six months' trial; if successful, the monopoly will go on, and after six months it should prove a failure, then new arrangements will be made. A dinner was given in the Kwong Ng College to the officials, directors, and shareholders, to inaugurate the affair. There seems to be a difference of opinion among the shareholders as to the chief directorship, which nearly resulted into a split. Some proposed Wong Po Tin of Hongkong, some Wong Yik Tong of Shun Tak, and others Ng Pi Kuo. At length the last named has been nominated chief director. One half of the shareholders are Hongkong people, and the other half are Himmense and Cantonese. The Company intends to impose a tax of one mace and two candareens upon each tael of boiled opium, and also a tax on the opium remaining in stock in the opium retail shops. The opium-retailers were very much dissatisfied with the arrangement and they presented a petition to the Viceroy, who has disallowed the tax. It is rumoured that the opium-retailers have combined to buy as little raw opium as possible to foil.

AN EXAMINATION FIASCO.

A military examination was held on the 9th inst. to choose candidates for admission into the military school. Over five hundred were entered from different districts, but one half had been suffering from dengue fever and did not appear. Of the other half most could hardly read and write, being more accustomed to performing feats of strength, and exercises with bows and arrows. Literature was little in their line, so only a small number is said to have been admitted.

THE WRECK OF THE
"ADELHEID."

With regard to the wreck of the s.s. *Adelheid*, the captain, being interviewed on behalf of the *Singapore Free Press*, reports as follows:—"The s.s. *Adelheid* is a new steamer, 900 tons net register. She arrived in Labuan from Manila on the 22nd ult., took bunkers and sailed the following afternoon in ballast for Bangkok. On leaving Labuan the weather was fine, but we met very strong currents. On Thursday, 24th ult., at 1.40 p.m. struck S.E. point of the westernmost reef of the S. Looeoon shoal. As she was going full speed she ran right up on the reef. There was deep water all round. This reef is some 160 miles W. of Labuan, and some 80 miles from Baram Point. We tried steaming full speed astern, heaving on our anchors, but to no avail. The pumps were started at once but the water rose in spite of all efforts and the weather got worse, a heavy squall beginning to blow. I made up my mind to send off the chief officer and eight men in one of the life-boats. They left me on Friday, the 25th, at 7 a.m., and arrived in Labuan on Sunday, the 27th, at 8 a.m. I tried again to get the steamer off the reef, but was unable to do so. The water was rising in the after hold and engine-room also but by hard pumping we managed to keep afloat. The sea began to rise and there were ugly breakers. By 11 p.m. the vessel swung round and then by going full speed ahead I managed to get her off. I at once investigated affairs. There was water in both holds—the after one was half full, the engine-room had water in it, but not enough to prevent the engines being worked. The last thing to do, as it appeared to me, was to try and make Baram Point. We had steamed some 40 miles when I discovered that the after hold was full of water. The engine flooded and ceased to work. The steamer had a bad list to port. We got out the starboard life-boat, made what arrangements we could, and took on board all remaining hands. It was about 9 p.m. on Friday, the 25th, when we left the *Adelheid*. We stood by for about two hours and a half. The steamer then was on end and the afterdeck was awash. In the life-boat was myself and two men. We experienced a heavy sea and squall, but at last arrived safely in Labuan on Sunday, 27th ult., at noon."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrives at Nagasaki at 7.30 a.m. on the 14th inst., and leaves at 3 p.m. same day for Shanghai, where she is due to arrive at midnight yesterday.
The C.P.R. steamer *Empress of China* arrives at Yokohama at 9 p.m. on the 14th inst., and leaves at 12.30 p.m. same day for Yokohama, where she was due to arrive at 1.30 p.m. on the 14th inst.
The O.S. steamer *Doris*, with mails, leaves Manila for this port on the 14th inst. at 11 p.m. and is due here at 11.40 a.m.
The s.s. *Empress of Japan* leaves Japan for New York on the 14th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE HONGKONG & WHAMPOA DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 16th August.

SIR,—That great philosopher of the age, Herbert Spencer, has, in a recent work, laid down the following maxim: "Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right." With this maxim before us, let us see how it affects the position of the shareholders in the Hongkong & Whampoa Dock Co. in regard to the proposal for a new dock, soon to be submitted to an extraordinary meeting. The reasons advanced by the advocates of this scheme are firstly, that it is necessary that one should always be "abreast of the times," that is to say, to possess a bigger dock capable of taking in larger vessels, which may come our way when such vessels are built, as also, to serve as an adjunct to our present dock accommodation, in the event of that being fully occupied. The second reason advanced is that we should prepare to meet the powerful opposition of our neighbours.

Before discussing the merits or demerits of the reasons stated above, the principal point to be considered is what the undertaking is likely to cost us. If we accept the estimate given by fairly reliable authorities, the total cost will not fall short of four million dollars. As, however, estimates are proverbially unreliable, and generally err on the wrong side, another million may fairly be added to the figures already given, bringing the total outlay in round figures to five millions. On this basis then, we shall have to make an extra revenue on the following scale:

6 per cent. interest on five millions	\$300,000
10 per cent. depreciation	800,000
	\$1,100,000

The last figure may appear somewhat exaggerated, but when it is considered that our present docks with all the tremendous improvements effected in them during so many years need 16 per cent. allowance for depreciation (vide directors' report for last half year of 1901 and first of this year) surely the new dock at its inception would require at least an equal amount of trimming down in its book value. It is this, then, that the scheme requires \$1,100,000 a year to be just barely kept up. Will the new dock make this amount by itself?

Going into the question of providing larger accommodation for big vessels that are likely to be built in the future, we must not forget that the object of the great "shipping combine" is to expressly put a stop to that ruinous competition of building larger and larger ships, which has hitherto prevailed among the steamship lines of the Atlantic. For the present, therefore, the limit in size has been reached, at all events for some time. That being so, our present Kowloon dock seems amply big for all practical purposes. By only lengthening the No. 1 dock, we shall be able to accommodate the very largest mercantile steamers afloat.

As to having the new dock serve as an adjunct, I need only point out what the directors themselves have said on this head to show how absurd it would be to carry out any extension of our present accommodation. In their last report, the directors particularly point out that the first half of 1901 was exceptionally good and that we may take our present scale of work as our proper basis. Now it is not unreasonable to ask, during that period of fat times, on how many occasions were our docks employed to their fullest capacity? We might also go further and ask, granting that they were so full, was it at any time necessary to reject work, and how often? As far as I know, they were never so full that they could not have accepted further work, even when through someone's blunder the *Munchie* was allowed to slip through our hands. It would, however, be the height of folly to take as an example an exceptional half year—a half year we are told we may never see again. On sound business principles, the mode usually adopted for future guidance is to take an average period, and such a period has been the one which has just come to a close. Accepting this period as our guide, who but a lunatic would propose a vast outlay for more extensive accommodation, knowing, as he must know, that during the whole of the period we have taken as our guide our docks were almost half empty? But say we have as yet been reckoning without our clock. We have as yet been viewing our chances while still in the possession of a clear field. What about the opposition? An opposition, be it remembered, not hypothetical, or forming, or threatened, but an opposition that is very real indeed, and an accomplished hard fight, right under our very nose. If then, having so opposition to contend with and with a practical monopoly of docking, we can barely keep our docks half full, what amount of work, or rather what portion of our present work, are we to expect, when that powerful opposition, now slowly but surely raising its head, actually commences operations? Under such conditions, it would be sheer madness, not less than suicidal, to carry through the scheme contemplated, and one is forced to the conclusion that the advocates must be blind. No, I repeat, our opportunity for building a new dock has long passed. Time was when it would have been considered a sound policy, but in the face of two powerful oppositions, can there be two opinions?

There now remains the general principle that it is consistent with sound business rules to be "abreast of the times." True, but to be abreast of the times, everything depends on circumstances. As far as our project is concerned, circumstances have altered since it was first mooted. "Times change and projects must change with them." Witness recently a local shipping company, which launched out in an ambitious scheme of increasing both its capital and tonnage, regard less of all warning, and which had hitherto done extremely well, but now finds itself in a den of a quandary, and is floundering in deeper mud. It will probably be argued that if the scheme is so extremely unsuitable, how is it that it possesses some strong advocates? The answer is self-evident. There are some shareholders who have special interests, and would undoubtedly derive benefit, were the scheme proceeded with. Such, for instance, as those who could supply materials for building purposes, &c. One important factor in connection with the opposition I had almost forgotten to mention. So far, we have only touched that question in its bearing on the amount of work that may be lost to us, but were we to increase our capital to the enormous extent proposed, we should be compelled to make a regular fight with our opponents, in which case there will be a cut-throat competition for a few years, involving a frittering away of a vast amount of British capital until one or both sides are landed in a bankruptcy court.

Against such cut-throat work the *Times* in a leading article on the "shipping combine" dwell especially on the advantages gained by that combination, because it becomes the means of saving British capital from being frittered away in useless competition. We have thus the warning of an undoubted authority before us, which we should certainly take to heart.

However, putting aside all that has been said, in any scheme that is set before the shareholders, it is most important that the interests of those widows or orphans, whose all in all is invested in these shares, should be carefully guarded. This poor class can not afford to have their sole means of subsistence tossed about in the uncertain seas of combined speculation or manipulation.

Other arguments can be produced *ad infinitum*, but I have already trespassed too much on your valuable space. I will sum up in one word, I would respectfully urge upon the general body of shareholders that when the scheme is laid before them for discussion they should insist upon receiving absolute and positive assurance that the proposed new dock shall not, now or at any future time, constitute a burden on the resources or revenue of the present establishment; that it must stand by itself and be capable of paying its own way. These conditions are demanded by the nearest common prudence. "Si quid agas prudenter agas, et respice finem" says an ancient Latin maxim, and it holds good still. How long would a business man last were he to act otherwise than with prudence? Let us profit by the experience of others. The case of the local S.S. Company I have already referred to above, but it cannot be too often repeated as a warning. This Company, from being in a most enviable position as the result of thoughtless expansion now finds itself in a life-and-death struggle, while its shareholders, despairing about getting any dividend, know not from day to day when they may have to put up their shutters.

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The road we should follow seems clearly indicated. After years of nursing and the expenditure of vast sums, our establishment, thanks to a very hard-working staff, who fully deserved every cent of pay or bonus they received, has been brought up to a pitch of perfection which answers every reasonable call that is likely to be made on it. Let well enough alone, and tinker not with any Utopian schemes. We cannot go wrong in following the ripe and sage advice of the great Herbert Spencer which I again quote:

"Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right."—Yours, etc.

SHAREHOLDER.

REWARD FOR BRAVERY.

We understand that on the recommendation of H.E. the Officer Administering the Government, Police Constable 23, Connell, is to be awarded the *Belilus* Medal for saving life in the harbour during the typhoon on the 10th ult. The circumstances were reported by us at the time, and are as follows:—At 1 a.m. on the day mentioned a junk in Yaumati bay was seen to be in distress. No means were at hand to rescue the unfortunate occupants, five in number, and it seemed that all hope for them was gone when Constable Connell, carrying a life-line, entered the water, and swimming as near as possible to the junk, threw the line aboard. By this means the lives of the five people were saved. It was extremely dark at the time and the heavy sea and wreckage tossing about on the waves made Constable Connell's task an exceedingly dangerous one. The immersion brought on an attack of cramp, and Constable had to go to hospital. He is the man who recently dived into the water after three thieves who were escaping in their sampan and, finally, got to the water; one of them, it may be remembered, he captured after a struggle. We are glad that Constable Connell's bravery is not to pass unrecorded.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

17th August; 12th Sunday after Trinity.
Matins, (11 a.m.)
Responses, Psalms, Venite, Credo, Psalms, Smith, Wallace and Kimball; De Deum, Hayes, Russell and Stainer; Benedicite, Garrett in G; Hymns, 4 and 164; Kyrie, Garrett in D flat; Offertory Hymn, 308.
Evangelium (6.45 p.m.)
Responses, Psalms, Psalms, Hayes, Wood, and Monk; Magnificat, Smart in G; Nunc Dimittis, Kelway in D (3rd M.); Hymns, 259, 288, and 223; Vesper Hymn, Ward (3).

POLICE COURT.

Friday, 15th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

TURNING THE TABLES.

A hawker who was fined \$2 for obstruction charged the hawker who arrested him with assault. He told the magistrate that the constable caught him by the queue and slapped his face.

This evidence was corroborated by Abdul Samad, fourth clerk at the magistracy, and the hawker was fined \$3.

THEFT OF A PASSAGE-TICKET.

On Tuesday last, as already reported, a Cantonese was coming out of the Harbour Office carrying in his hand a passage-ticket which he had just taken out for Singapore by the steamer *Nem Sang*, when a street loafer, a native, snatched the ticket from him and passed it in a twinkling to a confederate, who bolted. The first man was caught by the duped Cantonese, who held on to him until a policeman came along. The case came up on remand, and the thief was sentenced to one month's hard labour.

EXCESS PASSENGERS.

P.C. Connell charged the master of the steam launch *Wo On* with carrying 49 passengers in excess of the number allowed by his licence. Altogether there were on board 120 people. The defendant, who pleaded guilty and said he could not prevent the overcrowding, was fined \$50.

He was fined \$15 on a second charge of not having his licence on a conspicuous place on the launch.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ASSAULT BY A LUKONG.

Chinese constable 386 was charged on remand with assaulting a private ricksha-coolie. He denied having done so.

The evidence showed that the defendant stopped the complainant in the street and asked him to produce his ricksha-licence. The complainant explained that he was in private employment, and consequently had no licence. Then the defendant, for apparently no reason whatever, struck the complainant and afterwards took him to the police station, probably to give colour to his action in striking the coolie, as the assault had been witnessed by an European and a Chinaman, both of whom later gave evidence to that effect. At the station the lukong wanted to charge the coolie with having no licence, but the sergeant on duty refused to take it, and instead placed 386's name and number on the sheet.

He was subsequently discharged with a caution.

HEAVY FINE.

Two Chinamen were fined \$100 each or 14 days' hard labour for being in unlawful possession of twelve piculs of Japanese coal, value \$8.

INCOGNITABLE.

Allen Gardner, a Canadian, was sent to prison for two months with hard labour for failing to return to the house of detention, which he had left ostensibly to look for a job. He was committed as a vagrant on 17th June last, and twice before the present occasion had been imprisoned for not returning at sunset to the house of detention.

JOINT STOCK SHARES.

Messrs Vernon and Smyth say in their weekly share report, dated Hongkong, 15th August:—There has been more general enquiry in our market during the interval and review, and some of our principal stocks have improved in marketable value. Business, however, continues restricted, owing to the disinclination of holders to sell, except under pressure.

BANKS.—Hongkong and Shanghai have ruled quiet during the greater part of the week, and rates at \$62½ and \$60½ are reported. At the close, shares can be obtained at \$610, with some buyers at \$607½. London is unchanged at \$63. Nationals can be procured at \$27.

MARINE INSURANCES.—Unions continue in request at \$330. China Traders are reported sold at \$87 and are wanted. North China has been placed at \$187½. Yangtze continues on offer at \$130. Cantons have sold and are in further request at \$160.

FIRE INSURANCES.—Hongkong are wanted at \$330. Chinas are unchanged at \$31 buyers.

SHIPPING.—Hongkong, Canton and Macao have sold at \$37, and are now offering at \$38½. Indo-China continue steady with buyers at \$37. China and Manila can be procured at \$32½ and \$34½. Shell Transport have again changed hands at \$1.12s. 6d. Star Ferries are proffered at quotations.

REFINERIES.—China Sugars have improved, and rates at \$105, \$106 and \$107 are reported. The market closing with buyers at \$106. Luzons have dropped to \$15 with sales.

MINING.—Jelebas have improved to \$1 buyers. Rauba are weaker with sellers at \$7. Panjoms and Charbengas are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at gradually rising rates to \$205, at which some shares can be placed. Hongkong and Kowloon Wharves have sold at \$99 and are in further request. New Amoy Docks continue in demand at \$36.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investments have been done at \$108, 169 and \$170 and are in demand at \$169. Kowloon Lands and West Point are unchanged. Humphreys Estates have sold at \$115. Hongkong Hotels are quiet at \$135 with sellers, and Orient Hotels at \$45 sellers.

COTTON MILLS.—There are no changes to report under this head.

MISCELLANEOUS.—Green Island Cement has sold at \$20, and can be placed at this figure. China Reds have changed hands at the reduced rate of \$19. Fenwick's have sold at \$48. China Portlanders have again been done at \$10. Watkins have improved to \$7 buyers. Tobacco Trust are offering at \$45.

MEMOS.—Hongkong and Shanghai Banking Corporation, ordinary half-yearly meeting on Monday, 18th instant. Hongkong and Whampoa Dock Co. Ltd., ordinary half-yearly meeting on the 18th instant.

"Johnny," asked his mother, "have you said your prayers to-night?" "No, I haven't," and I didn't say 'em last night, either, and I ain't going to say 'em to-morrow night, and then, if nothing don't catch me, I ain't a-going to say 'em any more at all."

LATE TELEGRAMS.

"SHANGHAI TIMES" SERVICE.

THE CORONATION.

London, 9th August.
His Majesty's gift for saying and doing that which appeals to the public heart at the right time, serves the King on the eve of Coronation, when he has endeared himself to the people, through an expression of thanks for their devoted interest in his welfare. The message issued to-day says that he is most anxious to ensure that of his heartfelt appreciation of the evidences of deep and widespread sympathy for him, when his life was in imminent danger. He offers his most profound gratitude to Divine Providence that his life has been preserved; and he entreats that the prayers of the people be joined with his own, that he be given strength to discharge the important duties that will devolve upon him as Sovereign of a Great Empire. All London has heard the message, and loves the King for it more than ever. Holiday crowds throng the streets, which are in gala dress, cheering the King, and bubbling with enthusiasm over to-morrow's event. Official assurances respecting the King leave no doubt that his infirmity has been sufficiently repaired to warrant confident expectations that his strength will prove equal to to-morrow's demands. If the brightening skies make good their promise of clear weather, the pageant will be one of rare brilliancy.

—AND AFTER.

London, 10th August.
Edward VII. and Queen Alexandra were crowned in Westminster Abbey shortly after noon yesterday, in a scene of great splendour and with impressive ceremony. Never in the memory of anyone living had that edifice been so gorgeously arrayed. Its appointments belittled the regal occasion which added another event of transcendent importance to its historic list. Efforts to which the Committee of Arrangements had long applied itself, to less in the order of the ceremony by curtailing it, were not ineffectual; but in spite of them the Coronation occupied more than two hours, and it proved so trying that the aged Primate, the Archbishop of Canterbury, faltered as he placed the Crown on His Majesty's head, overcome by his emotions. He would have fainted had not attendants caught him and carried him aside, where he rallied under the administration of restoratives and was able to resume his functions and crown the Queen.

Fear that the King's strength might yield to the excitement and fatigue of the occasion were happily dispelled. He bore himself through out not only with the dignity that distinguishes him, but with every appearance of robust health. Neither in face nor carriage did he show a trace of illness. The multitude saw him at close range and can testify that he looked well, and the royal and other distinguished participants and spectators at Westminster Abbey manifested the most agreeable surprise when they saw him able to carry himself to the coronation ceremony seemingly without fatigue. The Queen appeared as lovely as ever.

It was eleven o'clock when His Majesty set out from Buckingham Palace. The procession to Westminster Abbey occupied fifteen minutes. There were throngs of people along the way, shouting with enthusiasm, good-humoured, and well dressed. Even in the streets, away from any possible chance to see the procession, the crowds had attired themselves in their best, until it looked as if the commonplace had taken leave of London. During the long proceedings at Westminster Abbey, the spectators along the way diverted themselves with cheering and patriotic songs. They still had abundance of lung-power left to cheer the procession both ways, honouring next after Their Majesties the heroes of the Boer war. There was a tremendous ovation for His Majesty's nurses when they reached Westminster Abbey. Automobiles figured as a conspicuous feature in Westminster arrivals. Gen. Henry Trotter, who commanded the troops, rode one. On the last two royal carriages, Lord and Lady, and Lord and Lady, were slightly hurt.

The exact time of the Coronation of His Majesty was 12.21 o'clock.
King's weather retrieved itself after having dallied with British patience for a season, and gave a smiling sky for the Coronation.

SOUTH AFRICA.

KEUGER CALLS A CONFERENCE.

London, 9th August.
A telegram at hand to-day from the Hague says that all of the Boer leaders except Lucas Meyer, Schalk Burger, and Steyn—the last named being still gravely ill—will meet in conference at Utrecht on August 31, for the purpose of laying out a plan of action for the future. It has been proposed to agitate for the formation of an Irreconcilable Boer Party; the leaders to remain in Europe, for the dissemination of propaganda hostile to English interests, and the lieutenants and lesser chiefs to stir up discontent in South Africa. Mr. Kruger declines to invite Meyer to the conference because Meyer, joined with Lord Kitchener, that offence having committed Meyer, in Kruger's view, to an attitude of reconciliation not compatible with patriotic principles. The Brussels correspondent of the *Standard*, who has been usually well informed concerning Boer sentiments and plans hatched within his territory of observation, says he is in a position to affirm positively that Botha, De Wet, and Delany, who are to attend the conference, are not in sympathy with the Irreconcilable Party project, and will declare themselves against it at the conference.

FOOCHOW.

From the *Foochow Echo* of the 9th inst. (which comes out in a special illuminated cover and with a poem in honour of the Coronation) we raise the following items:—
It is affirmed that at the explosion that took place a fortnight ago only three barrels of gunpowder ignited and that only five lives were lost. Officially the accident was regarded as of small importance.

The programme for the celebration of the coronation to-day at Kuling includes a service at the church at 10.30 a.m., a picnic and children's sports in the afternoon, and fireworks and music in the evening.

On Thursday evening about 6 o'clock a fire broke out in East Street in the city, beyond the White Pagoda, and seventy houses were destroyed. This Miss Magistrate and General Sung were promptly on hand with their soldiers and prevented looting. The origin of the fire is unknown.

The competition for the Monthly Cup took place on Green Island last Wednesday. Quite a number of ladies appeared on the scene. Some of them, notwithstanding the marshy state of the ground, entered into the "pick up the pieces" part of the performance with great spirit. The winner of the event (Mr. G. W. Pearson) is showing such steady improvement in his shooting that he bids fair to be a tower of strength to the Club. He is being pressed hard by the new member (Mr. W. G. MacVicar), who was only two birds behind Messrs. Fraser and Graham retired at the tenth and Mr. Rickott at the fifteenth round.

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17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

COREA.

"Eson Third" writes in the *N. C. Daily News*:

There are certain characteristics that the Orient has in common, all its people, whether Malay, Hindu, Chinese or Korean. We except the Japanese, they differ altogether. Somewhat the same spirit has breathed his influence all the way from the Ganges to the Yumen River. This whole region lives according to custom, not according to reason. It has no faith in the laws of hygiene or sanitary regulations, but fixes its trust in the gods. It breeds despotism, that regards the individual subject as nothing except an object of plunder. It borrows without ever reckoning on paying. It trusts any kind of superstition, gossip or wild rumour. It peoples the earth and the air with spirits, ghosts and "white things" of all kinds. It has no judgment except where custom leads the way. It rejoices in all kinds of decoration for the outer man. It never says what it thinks but only what you want to hear. It would rather die than "lose face." It does not know how to run a newspaper. It is peaceable and passive if you leave it alone, but never then solves if you rouse it. It is faithful as a servant but merciless as a master. It is older than Solomon and yet lacking common sense. It has sons and grandsons galore who never trust each other. It has no idea of domestic comfort and looks down on women. It expects to live on after foreign devils have mouldered in dust.

In all these particulars Corea is like China, Burma, India. There are no indications of change; all her ways are chronic and seem destined to continue world without end. There is a saying in Corea, "One question in the East, and another answer in the West," meaning that neither one understands the other. This must have been the condition of things when the treaties were signed in the eighties. I cannot imagine Corea understanding the articles of a foreign treaty, translated into *Went*. It was literally and actually a case of East and West, where neither knew what the other was driving at. The treaties gave the right to foreigners to purchase land in the open ports and in the capital, but of late His Majesty, ignorant, not desirous of the fact that there ever was a treaty, has commanded that no more land be sold to foreigners. They may get out of the country or climb a tree, but land they shall not have.

Last year a Frenchman secured a building site near the deserted West Palace, which had some geomantic influence or other on the present dynasty. He was ordered off, and when he refused, the Government spent \$5,000 walling him in and cutting off all his exits, piling their fortifications till the Frenchman could no longer see over. The massive wall crossed his ground, culled over his garden patch and cut off the back entrance to his house. He was so fed up with this that he was driven to the sea. He was so fed up with this that he was driven to the sea. He was so fed up with this that he was driven to the sea.

Since this unfortunate episode the Emperor's mandate has gone forth, "No more land to be sold." Land has been sold of course, and will continue to be, and the poor Korean "go-betweens" are tortured and twisted. "Why did you dare to sell land to a foreigner (yang-in), you rascal?" "Because he wanted me to." "Wanted you, did he when His Majesty says you cannot? Down with him! Fifty blows!" "He-ee," cry the yamen-runners, as the two-handed paddles swing through the air. Only Oriental flesh and blood that has no highly-keyed nerves could stand it. "Aigo! aigo!" screams the poor go-between, "I die, I die!" Back to the prison he goes to serve his time under starvation and torture. This is the process by which land is secured in the Korean capital to-day. The treaty says that land may be purchased, but who knows about the treaty? The men that made it talked in the East and answered in the West, and so far as Corea goes, there is no treaty, never was, and never will be.

Railways are the sad for the present. There is one under construction between the capital and Euiju, on the Yalu, 350 miles to the north. It is to be built with Korean capital under the charge of French engineers. Not long ago a celebration took place when the first sod was turned and all went smoothly for a time, the only ruffle on the placid surface being the fact that the Frenchman would go round with a tape-line and measure all the coolies' heads. They held a conference. "Under heaven and above earth," said they, "what can be mean by taking the size of our heads?" "Mean?" said the others. "He's after medicine, don't you know that?" Later on there was a skull found that seemed to have no owner and the engineer sent it home to Paris. "There," said the coolies, "that's for medicine, too," and suspicious grew so pronounced that a fresh batch of coolies was struck, saying they would not have their heads measured. "Then," said the Frenchman, "you shall not work under me." They went in a body to Yi-Tong, Lord High Executioner of Corea, and presented their case. "By all the laws of the ancients," said Yi, "this man must be dismissed. He is employed to build a railroad and has no authority whatever to go round preparing his devilish decoctions." Work stopped and there was a long tag of war. It was explained that it was for scientific purposes, that the heads were measured. "Scientific purposes, what kind of medicine is that?" asked Yi. "No more money for the road while this man is in and I hold the strings." So the Seoul-Euiju Railway has stopped. Such is the story as told me by an enlightened Korean.

Meanwhile the Seoul-Fusan Railroad, under Japanese control and capital, is pushing rapidly on. The other day the largest merchant ship that ever entered Chemulpo, 10,000 tons, Blue Funnel Line, brought steel rails. But the Japanese, too, have had their trials. They reached a mountain, and began to tunnel, when grave-diggers, geomancers, and dealers in *fung-shui* held a pow-wow. There was a royal grave on the hill and such and such a King had sat on the top years ago; it would never do to tunnel. "Then," said the Japanese, "give us a new gate through the city walls near our own settlement." "Oh, but we could never give a gate, there are eight now and you can't have more than eight." "Then," said the Japanese, "through the mountain we go, forward, march!" The government reconsidered and said, "Take the gate, go through the walls anywhere you please but don't tunnel the mountain." The railway swung off to the side and all is peace.

THE LOWER DECK'S FOOD.

Mr. Arnold White contributes a highly interesting article to the current number of the *National Review* on "The Food of the Lower Deck," and very properly complains that after accepting the report of Admiral Riecher's Committee, the Admiralty deliberately postponed its adoption for a year for reasons which can only be described as flimsy. Mr. Arnold White lays stress on the fact that while there would be no difficulty in baking soft bread in the ships' galleys, the old hard biscuit is still served out, and to this statement objection is taken that it is the fault of the men themselves, for when they were offered soft bread they preferred biscuit, ostensibly on the ground that while they were compelled to take up the full ration of bread they economise by way of savings in taking up biscuit. There is, however, another side to the story which, we believe, has not hitherto been told. Sir John Fisher interested himself in this question when he was Admiral-Superintendent at Portsmouth, and, therefore, years before the appointment of Admiral Riecher's Committee. He made inquiries at the school of cookery on the *Duke of Wellington*, and was told that it was impossible to make edible bread or pastry from the flour served out of the navy. Putting the information to a test he sent some flour from his house to the *Duke of Wellington*, and brought away some navy flour. From each, sample a loaf of bread and a pie were made on the *Duke of Wellington* and at the Admiral-Superintendent's house. Neither cook could do anything with the navy flour; both succeeded with the rival quality, and to this day, when tarts and pies are made on board ship for Sunday's dinner the flour is invariably drawn from the canteen. It does not follow that the flour is inherently bad, as every miller and baker knows how to make American or Russian flour unmixable, and the cook has not yet been found who can deal with it satisfactorily. And thus the men prefer the hard biscuit, which they can eat, to the soft bread which resembles hard, unleavened dough.

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1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-day, at Noon.
LONDON, via SUEZ CANAL	GLINTURRET	Brit. str.	2 m.	E. Webster	McGREGOR BROS. & GOW	To-day.
LONDON & ANTWERP	TELEMACUS	Brit. str.	2 m.	Polier	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	ANTHONY	Brit. str.	2 m.	Polier	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON	DARDANUS	Brit. str.	2 m.	Polier	BUTTERFIELD & SWIRE	On 9th September.
LONDON	DIOMED	Brit. str.	2 m.	Polier	BUTTERFIELD & SWIRE	On 16th September.
LONDON	JARON	Brit. str.	2 m.	Polier	BUTTERFIELD & SWIRE	On 30th September.
LIVERPOOL DIRECT	PTERUS	Brit. str.	2 m.	Polier	BUTTERFIELD & SWIRE	On 14th October.
MARSEILLES & LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 20th September.
MARSEILLES, LONDON, & ANTWERP, SINGAPORE, &c.	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
MARSEILLES, &c., via Ports of Call.	POLYNESIAN	Brit. str.	2 m.	Chevalier	MESSAGERIES MARITIMES	On 23rd inst., at Daylight.
BRUSSELS, via Ports of Call.	BAYEN	Ger. str.	2 m.	H. Bleker	MELCHERS & CO.	On 25th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	C. FRED LAMERZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 25th September.
HAVRE & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 25th September.
TRIESTE, &c., via SINGAPORE, &c.	SILVIA	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINIE	On 25th September.
NEW YORK via SUEZ CANAL	CHINA	Amr. str.	2 m.	Mosca	SANDER, WIELER & CO.	To-day, at Noon.
NEW YORK via SUEZ CANAL	LENNOX	Brit. str.	2 m.	Doddwell & Co., Limited	JARDINE, MATHESON & CO.	About 23rd inst.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	2 m.	F. F. Bement	STANDARD OIL CO. OF NEW YORK	On 15th September.
NEW YORK via SUEZ CANAL	SENeca	Brit. str.	2 m.	Solby	McGREGOR BROS. & GOW	On 15th September.
NEW YORK via SUEZ CANAL	GLINTURRET	Brit. str.	2 m.	O. P. Marshall, R.N.E.	CANADIAN PACIFIC RAILWAY CO.	On 15th September.
NEW YORK via SUEZ CANAL	EXPRESS OF INDIA	Brit. str.	2 m.	E. Beetham, R.N.E.	CANADIAN PACIFIC RAILWAY CO.	On 15th September.
NEW YORK via SUEZ CANAL	TAKTAR	Brit. str.	2 m.	Dixon	DODWELL & CO., LIMITED	On 23rd inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	YO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	HYADES	Brit. str.	2 m.	Hollingsworth	DODWELL & CO., LIMITED	On 12th September.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 18th inst.
AUSTRALIAN PORTS	THINAN	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	Klausberger	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA & KOBÉ	NIPPON	Jap. str.	2 m.	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 23rd inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CANDIA	Jap. str.	2 m.	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On or about 23rd inst.
KOBÉ & YOKOHAMA	KAMAKURA MARU	Jap. str.	2 m.	B. W. Haswell	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. J. Fox	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	LYEEMOON	Ger. str.	2 m.	Th. Lehmann	SIMONSEN & CO.	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	A. L. Valentini	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 30th inst.
NINGPO & SHANGHAI	WOOSUNG	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 19th inst.
TAMSU, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	To-morrow.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	T. Saito	MITSUI BUSSAN KAISHA	On 20th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	G. Sakano	MITSUI BUSSAN KAISHA	On 27th inst.
AMOI, SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & TAMSU	LAOCONG	Brit. str.	2 m.	Gibson	DOUGLAS LAURENCE & CO.	On 23rd inst.
SWATOW, AMOY & SHANGHAI	CHANGCHOW	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	On 18th inst.
LILOLO (DIRECT)	I DE LA RAMA	Amr. str.	2 m.	F. Such	HIOH DE LA RAMA	On 21st inst., at Noon.
MANILA	YUENSANG	Jap. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	On 19th inst., at Noon.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On 19th inst., at Noon.
MANILA	DIAMANTE	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 21st inst., at 4 P.M.
MANILA	SUNGIANG	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 23rd inst.
SINGAPORE, COLOMBO & BOMBAY	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISAFU	Jap. str.	2 m.	E. J. Tadd	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	(SINGAPORE, COLOMBO, and BOMBAY)	SATURDAY, 16th August, at 4 P.M.
TAMBA MARU	(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID)	SATURDAY, 23rd August, at DAYLIGHT.
RIJUN MARU	(VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA)	MONDAY, 25th August, at 4 P.M.
KAMAKURA MARU	(KOBÉ and YOKOHAMA)	FRIDAY, 29th August, at DAYLIGHT.
KUMANO MARU	(NAGASAKI, KOBÉ, and YOKOHAMA)	FRIDAY, 29th August, at NOON.
KASUGA MARU	(SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWN, VILLE, and BRISBANE)	SATURDAY, 30th August, at NOON.
YO MARU	(VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA)	MONDAY, 8th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARRAMATTA	Noon, 16th August	Freight or Passage.
LONDON, &c.	BALLAARAT	Noon, 10th August	See Special Advertisement
MARSEILLES and LONDON	CANTON	Noon, 22nd August	Freight or Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBÉ	CANDIA	About 23rd August	Freight only.
SHANGHAI	BENGAL	About 30th August	Freight or Passage.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th August, 1902.

SHIPPING.

ARRIVALS.

Aug. 15, BALLAARAT, British str., 2,679, R. A. Peters, Shanghai August 14th, Teo, Silk, Skins and Mails. P. & O. S. N. Co.
Aug. 15, CHINA, British str., 4,000, P. Mosca, Yokohama and Kobe 14th Aug. General. S. J. G. Parsons & Co.
Aug. 15, DAIJIN MARU, Jap. str., 900, T. Ogata, Tamsu, Amoy and Swatow 14th August. General. M. E. KAISHA.
Aug. 15, DIAMANTE, British str., 1,254, P. Rodger, Manila 13th August, General. SHAW, TOMES & CO.
Aug. 15, GLINTURRET, British str., 3,925, E. Webster, Shanghai via Fouchow 13th Aug. General. McGREGOR BROS. & GOW.
Aug. 15, HADON, British str., 785, S. Gibson, Swatow 14th August, General. DOUGLAS LAURENCE & CO.
Aug. 15, HOIHOA, French str., 1,09, Morles, Hainan and Hainan 14th August, General. A. H. MARY.
Aug. 15, PARRAMATTA, British str., 2,34, P. Fox, R.N.E., Bombay 16th July at S. Singapore 10th August, Mails and Gen. S. S. P. & O. S. N. Co.
Aug. 15, THAKA, German str., 984, Oberlich, Chienchiang 13th August, General. JENSEN & CO.
Aug. 15, WHAMPOA, British str., 1,109, Liver, Shanghai 8th August. BUTTERFIELD & SWIRE.
Aug. 15, LYEEMOON, German str., from Canton, 15th August.

DEPARTURES.

15th August.
Chinkiang, British str., for Amoy.
Hainan, British str., for Swatow.
Kajihima Maru, Japanese str., for Kobe.
Kaochi, German str., for Bangkok.
Loonging, Brit. str., for Manila.
Loonging, German str., for Bangkok.
Phonchi, German str., for Bangkok.
Prouchi, British str., for Shanghai.

VESSELS IN DOCK.

15th August.
The British steamer Hainan, from Swatow 14th inst., had light northerly wind and smooth sea.
The British steamer Whampoa, from Shanghai 8th inst., had strong S.W. winds and heavy S.W. swell; latter port line.
The British steamer Glinturret, from Shanghai via Fouchow 13th inst., had fine, clear and calm, slight southerly swell.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
"DIAMANTE," Captain H. Rodger, will be despatched for the above port on THURSDAY, the 21st inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHAW, TOMES & CO., General Managers.

H. Hongkong, 16th August, 1902. [2188]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT"

Captain R. A. Peters carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th August, 1902. [1]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLINTURRET"

Captain R. Webster will be despatched as above TO-DAY, the 16th August.

For Freight, apply to McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902. [1657]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIE and TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA"

Captain Mosca, will be despatched as above TO-DAY, the 16th August, at Noon.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Prince's Buildings, Hongkong, 22nd July, 1902. [1900]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902
"LENNOX" ... About 23rd Aug.
"HEATHBURN" ... 31st Aug.
"AERIDI" ... 10th Sept.
"HILLGLEN" ... 20th Sept.
"BIRCHMOUNT CASTLE" ... 30th Sept.
"LOTHIAN" ... To follow.
"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 16th August, 1902. [711]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,611	A. Dixon	August 23rd
GLENOGLE	3,759	G. E. Warner	September 20th
OLYMPIA	2,837	J. Truebridge	September 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 23.

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 23.

The best route to the KODAK GOLD FIELDS. Frequent sailings from Victoria and Tacoma to DYER and St. Michaels.

Rate of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passages, Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 14th August, 1902. [7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPERESS OF INDIA" ... Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 27th Aug.

R.M.S. "TARTAR" ... Comdr. E. Beetham, R.N.E. WEDNESDAY, 14th Sept.

R.M.S. "EMPERESS OF JAPAN" ... Comdr. H. Pybus, R.N.E. WEDNESDAY, 24th Sept.

R.M.S. "ATHENIAN" ... Comdr. H. Mowat, R.N.E. WEDNESDAY, 8th Oct.

R.M.S. "EMPERESS OF CHINA" ... Comdr. R. Archibald, R.N.E. WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS over the route via the Panama-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World-Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First-Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 16th August, 1902. [6]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"PYRREUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	TO SAIL	DATE
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 9th September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRREUS"	On 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS, C. S. S. CO. 15
Hongkong, 13th August, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI & CHINKIANG	"CHINKIANG"	On 16th August.
SWATOW, AMOI and SHANGHAI	"WHAMPOA"	On 17th August.
NINGPO and SHANGHAI	"CHANGCHOW"	On 18th August.
MANILA	"WO SUNG"	On 19th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"SUNGKIANG"	On 23rd August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. 12
Hongkong, 16th August, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 17th August.
TAMSWI, VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 24th August.
ANFING, VIA SWATOW AND AMOI	"KITANO"	August.
FOOCHOW, VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 20th August.
	"TATSU MARU"	WEDNESDAY, 27th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.
THE MITSUI BUSSAN KAISHA, Agents. 15
Hongkong, 16th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON	STEAMSHIP	TONS	CAPTAIN	HONGKONG
Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO	"INDRAPURA"	3,152	Hollingsworth	August 18, 1902
	"INDRASAMHA"	3,152	Hollingsworth	September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT. 41
Hongkong, 14th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG"
Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 19th inst., at Noon.
This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage apply to
JARDINE, MATHESON & CO.,
General Managers. 2183
Hongkong, 14th August, 1902.

UNITED STATES AND CHINA JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (VIA SUEZ CANAL).
The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—
PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRANI" ... 15th Sept. 1902.
S.S. "INDRAWADI" ... Oct. 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents. 1230
Hongkong, 8th August, 1902.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENGLOE"
Captain Potter, will be despatched as above on or about WEDNESDAY, the 20th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. 2150
Hongkong, 8th August, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Steamship	Tons	Sailing
"HYADES"	3,753	12th September.
"LYRA"	4,200	4th October.
"SHAYMUT"	9,603	29th October.
"TREMONT"	9,603	17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For Rates of Freight and further information, apply to
DODWELL & CO., LD.,
General Agents. 1978
Hongkong, 21st July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"GLENBOY"
Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers. 2183
Hongkong, 14th August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
"SENECA"
For Freight and further information apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Shipping Department, Agents.
Hongkong, 13th August, 1902. 2176

FOR ILOILO (DIOROT).

THE Steamship
"I DE LA RAMA"
Captain F. Sach, will be despatched as above on THURSDAY, the 21st inst., at Noon.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
HJOS DE LA RAMA,
12, Boscawell Arcade, 1st Floor.
Hongkong, 15th August, 1902. 12186

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"NIPPON"
Captain Klausberger, will leave for the above places on FRIDAY, the 22nd inst., P.M.
This Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.
For Freight or Passage, apply to
SANDER, WHEELER & CO.,
Agents, Prince's Building.
Hongkong, 14th August, 1902. 12187

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 29 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underwriter.

NEXT SAILINGS.

"TSINAN" ... leaves on 23rd August.
"CHANGSHA" ... " 2nd September.
"CHINGTO" ... " 29th August.
"TAIYUAN" ... " 24th October.
Superior accommodation amidstships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE.

CHINA NAVIGATION CO., LD.
HONGKONG, 1st August, 1902. 12188

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th August, 1902, at 1 P.M. the Company's Steamship "POLYNESIE" Captain Chevalier, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent. 12189
Hongkong, 15th August, 1902.

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARE, EMBROIDERY, AND CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. Gault & Co.)
Hongkong, 2nd June, 1902. 12155

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.
TOP STORES, 41 & 43, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. 12191

HUNG CHAI & CO., WONGKOK, YAUMATEL.

MANUFACTURERS OF MOSAIC BRICKS OF ALL COLOURS AND DESIGNS.
YEE SHUN & CO., AGENTS.
No. 61, Bonham Strand.
Hongkong, 6th March, 1902. 12171

APIOL & STEEL.

A Remedy for all Rheumatism, Spasmodic Pains, Neuralgia, etc.

L. S. WATSON & CO., LTD., HONGKONG.
Proprietors.
MARTIN, 10, SOUTHVIEW, LONDON, W. 12157

NOTICE TO CONSIGNEES
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,** General Managers.

Hongkong, 12th August, 1902. 2179

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected. **BUTTERFIELD & SWIRE,** Agents.

Hongkong, 15th August, 1902. 12185

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 13th inst.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA,
Hongkong, 13th August, 1902. 12186

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"
Captain Kiehn, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. **HAMBURG-AMERIKA LINIE,** Hongkong Office.

Hongkong, 13th August, 1902. 12185

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 17th instant, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 11th August, 1902. 12168

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp and Havre ex s.s. *Ortega*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., To-day, 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, the 18th August, at 3 P.M.

No Fire Insurance has been effected. **G. DE CHAMPEAUX,** Agent.

Hongkong, 10th August, 1902. 12162

NOTICE OF FIRM
THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHER KENT has been appointed our REPRESENTATIVE FOR THE HARBOR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY.
J. R. CAPELL,
Manager.
Hongkong, 5th August, 1902. 2115

QUAN WAH & CO.
GRANITE MERCHANT CONTRACTORS.
Dealers in

MARBLE and GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1900. 1255

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.

Also large Stocks to GANDY COTTON BELTING.

SOLE AGENTS,
LUTGENS, EINSTAMANN & CO.,
HONGKONG. 12-119

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.B.O., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 89 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tides 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tides 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest IMPROVEMENTS and are capable of any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT, READY AT SHORT NOTICE. 1254

AVERAGE MARKET PRICES.

August 14th, 1902.
The Prices are given in Dollar Cents. A catty is 1 1/2 lbs, 1 picul 13 1/2 lbs.

BUTCHER MEAT.

肉牛 (牛) ... 15
肉猪 (猪) ... 16
肉羊 (羊) ... 17
肉鸡 (鸡) ... 18
肉鸭 (鸭) ... 19
肉鹅 (鹅) ... 20
肉兔 (兔) ... 21
肉鼠 (鼠) ... 22
肉蛇 (蛇) ... 23
肉蜈蚣 (蜈蚣) ... 24
肉蜘蛛 (蜘蛛) ... 25
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JOINT STOCK SHARES

Hongkong, 13th August

COMPANY.	PAID UP.	QUOTATION.
Banks—		

COMPANY.	PAID UP.	QUOTATION.
Hongkong & Shanghai	\$125	\$115, sellers \$120, buyers
Natl. Bank of China		
A. Shares	28	\$27, sellers
B. Shares	28	\$27, sellers
Foreign Exchange	21	\$10, sellers
Bank of China	21	\$11, buyers
Bank of Communications	21	\$12, buyers
Bank of China-Bornes Co. Ltd.	115	\$19, sales
Ningbo Light and		
Power Co. (Ld.)	\$50	\$12, sellers
China Prov. L. & M.	\$10	\$10, sales & \$
China Sugar	\$100	\$100, buyers
Cigar Companies		
Philippine Tobacco	\$500	\$500, nominal
Trust Co. (Ld.)	\$50	\$47, sellers
Cotton Mills		
Ewo	Fls. 100	Fls. 4, buyers
International	Fls. 100	Fls. 35, sellers
Laon King Mow	Fls. 100	Fls. 30, buyers
Song	Fls. 100	Fls. 30, buyers
Hongkong	\$10	\$171, sellers
Dairy Farm	\$4	\$12, buyers
Fenwick & Co. Geo.	\$25	\$45, sales
Green Island Cement	\$10	\$40, sales & \$
H. & C. Bakery	\$10	\$40
Hongkong & C. Gas	\$10	\$140, buyers
Hongkong Electric	\$5	\$60, sellers
H. H. L. Tramways	\$100	\$340
Shik Steam Water-		
boat Co. (Ld.)	\$7	\$10
Hongkong Hotel	\$50	\$135
Hongkong Ice	\$25	\$67, buyers
H. & K. Wharf & G.	\$50	\$89, sales &
Hongkong & S. S.	\$50	\$145
H. & W. Dock	\$50	\$203, buyers
Insurance		
Canton	\$50	\$160, sales &
China Fire	\$20	\$81, buyers
China Traders'	\$50	\$77, sales &
China Traders'	\$50	\$330, buyers
North China	\$25	Fls. 187 1/2, sales
Strait	\$20	nominal
Union	\$50	\$300, buyers
Yongtse	\$50	\$130, sellers
Land and Building		
Hongkong Land Inv.	\$100	\$111, buyers
Hotel & Estate	\$10	\$11, sales
Keowloon Land & B.	\$30	\$30, sellers
West Point Building	\$50	\$61, sellers
Luzon Sugar	\$100	\$15, sales
Manila Invest. Co. (Ld.)	\$50	\$20, sellers
Mining		
Charbonnages	Frca. 250	\$650
Johore	\$5	\$1, buyers
Panjin	\$10	\$4, sellers
Do. Preference	\$1	\$11, sellers
Raub	19/10	\$7, sellers
New Amoy Dock	\$50	\$35, buyers
Oriente Hotel, Manila	\$50	\$45, sellers
Powell & Coker	\$10	\$33, sellers
Robinson Piani Co. (Ld.)	\$50	\$50
Steamship Coys.		
China and Manila	\$50	\$825, sellers

China and India.....	\$5	nominal
Douglas Steamship	\$60	\$43, sellers
H., Canton and M....	\$15	\$34, sellers
Indo-China S. N.	\$10	\$87, buyers
Shell Transport and Trading Co.....	\$1	\$112.6, sales
Standard Oil Co.....	\$10	\$201, sellers

Star Ferry	\$5	\$11, sellers
Tebrau Planting Co...	\$5	nominal

United Asbestos	\$4	\$8.20.
Do.	\$10	\$165, buyer
Universal Trading } Co., Ltd.	\$20	\$21, sellers
Watkins, Ltd.	\$10	\$7, buyers
Watson & Co., A. S. ...	\$10	\$14, seller

VERNON & SMITH, Bro

THE WEATHER.

CHINA COAST METEOROLOGICAL
REGISTER, 1st AUGUST, P.M.

CHINA COAST METEOROLOGICAL

VISITORS AT HOTELS.

Homesick House.

Mr. & Mrs. J. M. Allard	Mr. V. L. Kierwinder
Mr. L. W. Andrews	Mr. J. E. Lee
Mr. W. S. Bailey	Mr. C. McGee
Mr. E. B. Baskin	Mr. R. J. Macgowan
Mr. C. C. Barlow	Mr. R. J. Macgowan
Mr. J. T. Bell	Mr. W. T. Marlow
Mr. J. V. Bennett	Mr. F. Matson
Mr. J. Black	Mr. F. C. Miller
Mr. B. P. Blair	Mr. and Mrs. Milton
Mr. E. B. Boggan	Mr. F. J. Mitchell
Mr. E. A. Boone	Mr. F. J. Mitchell
Mr. P. P. Boret	Mr. and Mrs. E. O. Murphy
Dr. Howe	Mr. C. J. North, R.N.
Mr. and Mrs. A. J. Brater	Mrs. Osborn
Mr. W. H. Brown	Dr. W. W. Pearce
Major Hutchinson	Mr. H. Phillips
Dr. P. Clarke	Mr. A. J. Pickett
Mr. G. E. Colo	Mr. J. Rankin
Mr. H. S. Colson	Miss Bevo
Mr. M. B. Cook	Mr. H. F. Richardson
Mr. W. A. Crawford	Mr. K. A. Schanders
Mr. J. Cronin	Mr. W. Scheinhass
Mr. H. Derbyshire	Mr. U. Schow
Mr. G. W. Delfoff	Mr. R. B. Simmer
Mr. D. A. Donnell	Mr. C. Skott
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Mr. E. A. Katsch	Mr. & Mrs. C. E. Wool-
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Mr. L. B. Bantion	Lieut. Col. H. S. Horon
Major H. G. Benson	and child
Sir Henry Berkeley	Col. Hughes, R.A.M.C.
Mr. Andrew Beattie	Mr. H. U. Jeffries
Mr. & Mrs. A. H. Bot-	Mr. J. Jansen
tomahawk & children	Col. W. F. Johnson,
Major Bewley	C.M.G. R.A.
Miss B. Bottenheim	Mr. Johnson
Mr. Ralph A. Brabazon	Major H. S. King, R.E.
Mr. H. S. Braynes	Mr. B. Martin
Mr. A. Chapman	Mr. A. B. McDermott
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Mr. Edgar Cockell	Mr. Robert Mitchell
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Mr. A. S. D. Couland	Mr. W. Otto
Mr. J. W. Crouch	Mr. A. H. Rennie
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Major Macmillan	Hon. R. Murray Kum-
D.A.A.G.	say, R.N.
Mr. & Mrs. Drayton	Capt. Sawyer
Mrs. Dunstorf & child	Mr. A. Sinc air
Lieut. Col. and Mrs.	Mr. G. O. Stokes
Perrier	Mr. W
Mr. A. Finke	Mr. W
Mr. & Mrs. F. Rhee	Mr. W
Mr. G. C. Lindsay Grant	Mr. W
Mr. Geo. Grimbile	Mr. H. Struve
Mr. Bertram E. Hanson	Mr. J. S. Thomas
Major Hamilton	Mr. & Mrs. H. S. Vaug-
Mr. & Mrs. E. M. Haze-	nan and children
land	Mr. W. Wilson & child
(RATONBRO)	Mr. & Mrs. F. H. C. Sur-
Mrs. Beeton	plioe
Mrs. A. Denison	Major M. J. Whitty
Mr. & Mrs. C. Georg	R.A.M.C.
Mr. J. J. B. Heimsacker	Mrs. M. J. Whitty
Mr. W. Helms	Mr. H. T. Wilgess
Mrs. E. Bug	Mr. & Mrs. L. Wright
Lieut. A. Leonard	
Civil Hospital	
Sister	

CONVANT HOUSE.

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Mrs. Aissa	Mrs. K. W. Mounsey
Mr. G. Bruton	Mr. J. H. Moore
Mr. E. B. Brummond	Mr. J. H. Padlock
Mrs. Dufoer	Major B. D. Potts
Mr. P. W. G. aydon	Mrs. and Miss Stuart

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Capt. & Mrs. Anderson	Lieut. Palmer, 5t
Mr. E. R. John	I.H.C.
Mr. & Mrs. Keith and	Mr. S. B. C. Ross
two children	Mr. & Mrs. Ward and
Mr. A. S. Kappeler	children
Mrs. Marshall	Mr. Jas. D. Wilson
Mr. J. H. Mitchell	Mr. and Mrs. Wheeler

HONGKONG WEATHER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Thermometer	29.47	29.85	29.70
Barometre	30.81	31	30.84
Windy	75	76	78
Cloud	8	1	2
Moisture	1	1	1
Weather	0	0	0

WINDSPEED ON AIR TEMPERATURE ON THE 11TH.

Lowest open air temperature on the 11th	88
Lowest open air temperature on the 11th	75
Hongkong Observatory, 13th August.	

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WINE SQUARE BOTTLE WHISKY.


JOHNSTONES

SQUARE BOTTLE

A black and white photograph of a bottle of Johnstones Square Bottle Whisky. The bottle is dark and has a label with the brand name 'JOHNSTONES' and 'SQUARE BOTTLE WHISKY' visible. The bottle is centered in the advertisement, flanked by the brand name 'JOHNSTONES' on the left and 'SQUARE BOTTLE' on the right. Above the bottle, the words 'WINE SQUARE BOTTLE WHISKY.' are written in a stylized, bold font. The background is a textured, light-colored surface.

NAPIER

THE WHISKY

A black and white photograph of a bottle of Napier's Scotch Whisky. The bottle is dark and cylindrical, with a label that is partially visible. The label features the word "NAPIER" in large, bold, capital letters. Above "NAPIER", the words "SCOTCH WHISKY" are visible in smaller text. The bottle is positioned centrally between the words "NAPIER" and "THE WHISKY", which are written vertically on either side of it. The background is dark and textured.

NAPIER

THE WHISKY

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